



Traffic Impact and Parking Assessment

Greenstead Valley
1551 Joadja Road
JOADJA NSW 2575

Revision History

REVISION	DATE	BY	CHECKED	COMMENTS
A	03/11/2023	SD	SD	Initial Issue for Review
B	20/12/2023	SD	RM	Draft for Coordination
C	18/03/2024	SD	RM	For DA Submission

The recipient of the latest issue as noted above will be responsible for superseding/destroying all previous documents.

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1. Introduction

JN has been engaged to prepare a Traffic Impact & Parking Assessment for the proposed Greenstead Valley Eco-tourism Resort at 1551 Joadja Road, Joadja.

The development proposed is an eco-tourist facility, located at 1551 Joadja Road, JOADJA NSW. The proposal includes a variety of Community Villages, for both short term stay and day trips.

This includes:

- Arrival Village consisting of parking areas and arrival building.
- Community 1 consisting of a refurbished homestead building and cabins.
- Community 2 consisting of amenities building and glamping.

2. Existing Conditions

2.1. Site Description

The site is located in the suburb of Mandemar. The site has the address 1551 Joadja Road, Mandemar. The site is approximately 800 acres with an existing homestead, shed, riverside cottage and cattle yards.

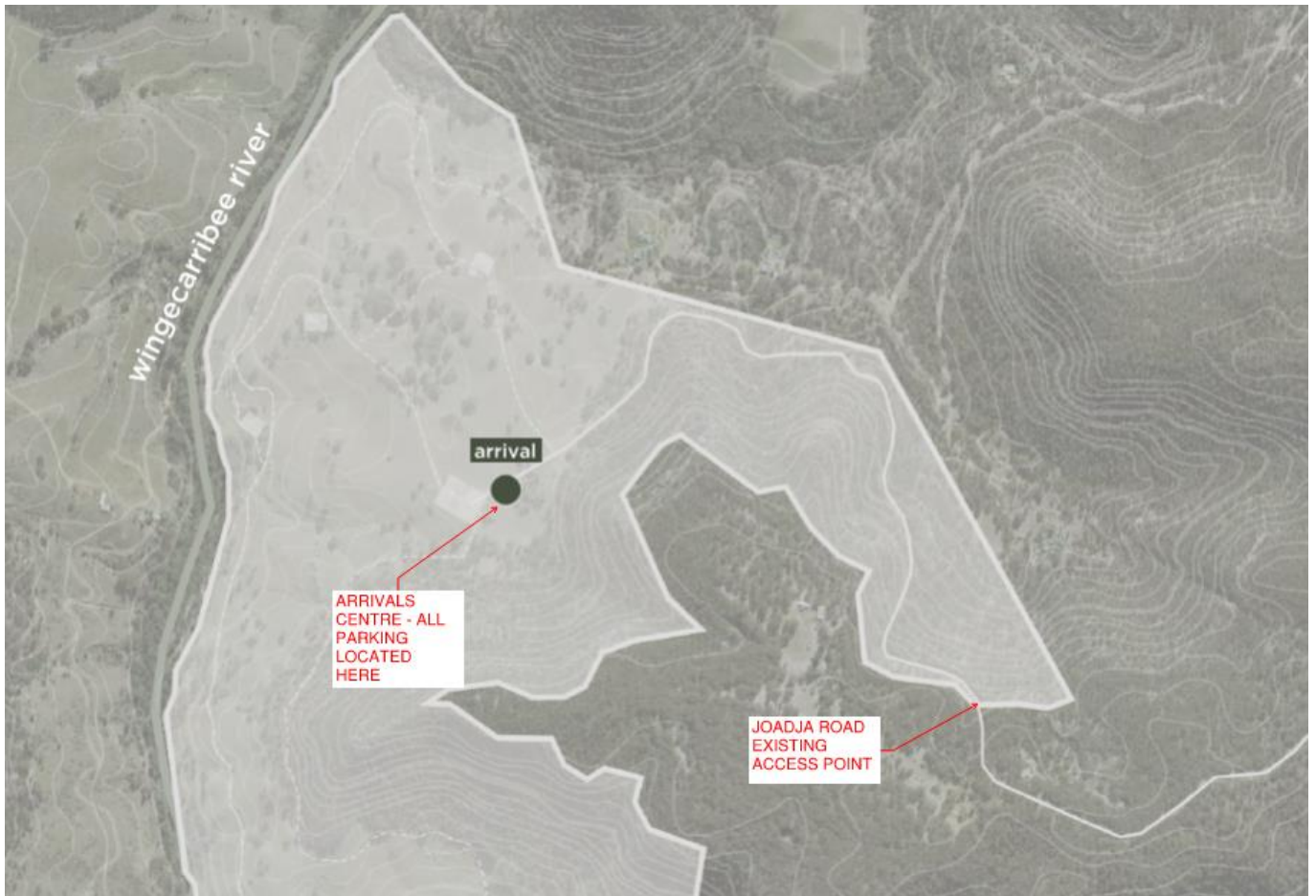
The subject site falls under the jurisdiction of Wingecarribee Shire Council.

Figure 1. SITE LOCATION



Source: NEARMAPS, 7TH SEPTEMBER 2023

Figure 2. SITE ACCESS



2.2. Existing Road Conditions

The Roads & Maritime Services (RMS, formally RTA) broadly classifies all roads into three administrative classes: state, regional and local. A detailed description of each administrative class is provided in "NSW Road Management Arrangements" (December 2008), however in general:

State Roads are the major arterial links throughout NSW and within major urban areas. They are the principle traffic carrying and linking routes for the movement of people and goods within the Sydney, Newcastle, Wollongong and Central Coast urban areas and which connect between these urban centers, the major regional towns, the major regions of the State and the major connections interstate.

Regional Roads are routes of secondary importance between State Roads and Local Roads which together with the State Roads, provide the main connections to and between smaller towns and districts and perform a sub arterial function in major urban areas.

Local Roads comprise the remaining Council controlled roads which provide for local circulation and access.

Joadja Road is a Local Road. It is not linemarked and has an apparent speed limit of 80km/h. Sections of Joadja Road also do not appear to be sealed.

2.3. Existing Traffic

No existing traffic data is publicly available for the site. Being rural in nature, it can be assumed that existing traffic volumes are low and only due to local traffic accessing the area, as the location does not sit on a haulage route or main transport corridor.

2.4. Public Transport

To JN's knowledge, the subject site is not currently serviced by public transport

3. Proposed Development

3.1. Proposed Development Description

The development proposed is an eco-tourist facility, located at 1551 Joadja Road, JOADJA NSW. The proposal includes a variety of Community Villages, for both short term stay and day trips.

This includes:

- Arrival Village consisting of parking areas and arrival building.
- Community 1 consisting of a refurbished homestead building and cabins.
- Community 2 consisting of amenities building and glamping.

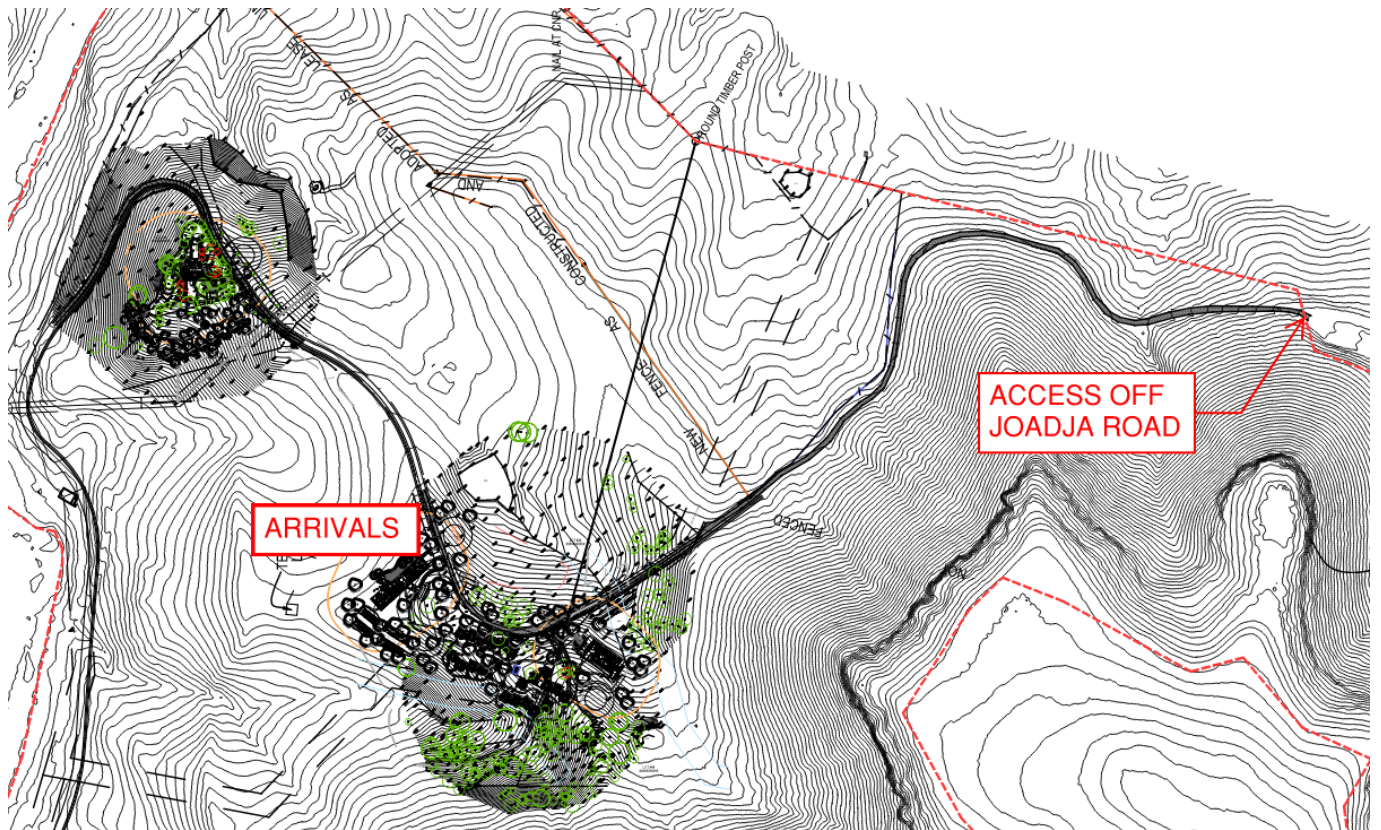
3.2. Site Access

Proposed site access for the development is through the existing access point off Joadja road, refer Figure 3 below. From the main entry/exit off Joadja Road, the proposal seeks to largely follow the existing access road which connects to the Arrivals area. All vehicles are proposed to be parked at the arrivals area. Vehicles will enter/exit off Joadja Road in a forwards direction.

Figure 3a: Proposed Site Access



Figure 3b: Proposed Site Access



3.3. Parking Provisions

Onsite parking is to be provided in accordance with Wingecaribee Shire Council's Rural Lands DCP. Anticipated guest and staff numbers have been provided below for JN's assessment.

Arrivals Village:

Staff: 15

Community 1:

Staff: 5

12 x 2bed rooms

3 x 3bed rooms

Average Patrons/Capacity: 22/33

Community 2:

Staff: 5

22 Glamping tents, each with 6bed capacity

Average Patrons/Capacity: 80/132

Indicative day trip patrons:

40 patrons twice a week.

The following parking requirements are calculated below:

Staff Parking:

Council Requirements: 1 space per 2 staff

Parking Requirements: $25 \times 0.5 = 12.5$ (13) car spaces.

Visitor Car Parking:

Council Requirements: Interpreted as 1 space per 10 person capacity (no guide provided in Rural DCP, guide taken from Industrial Lands DCP)

Parking Requirements: $165 \times 0.1 = 16.5$ (17) car spaces

Bus Parking:

Council Requirement: 2 bus parking spaces.

Parking Requirements: 2 bus spaces

Summary:

<u>Car Spaces Required:</u> 30 car parking spaces	<u>Car Spaces Provided:</u> 30 car parking spaces
<u>Bus Spaces Required:</u> 2 spaces	<u>Bus Spaces Provided:</u> 3 spaces

Due to lack of quantitative guide from Council/Australian Standards for a development of this nature and location, JN's advice is that at least 1 car parking space should be provided per staff member due to the rural nature of the site and limited alternative transport options. This would equate to 25 car spaces for staff, or 12 more than what has formally been provided. Due to the nature of the site, these additional spaces, should they be required, will be provided in the form of an informal unsealed staff overflow carpark area. JN sees this as best practice for the proposed development however notes that it is not prescribed parking requirement.

4. Traffic Impact Analysis

4.1. Traffic Generation

The anticipated traffic generated by a proposed development is typically estimated using the RTA Guide to Traffic Generating Developments, October 2002, Section 3 - Land Use Generation. However, there is no traffic generation rate data for the type of development proposed for this site within this guide. Wingecaribee Council DCP does also not provide trip generation guides (and refers applicants to the RTA guide).

Therefore, a first principles analysis shall be undertaken (as recommended by RTA "Section 3.8 Recreational and tourist facilities") based on anticipated usage of the site.

Arrivals Village:

Staff: 15

Community 1:

Staff: 5

15 cabins

Community 2:

Staff: 5

22 tents

Indicative day trip patrons:

40 patrons twice a week.

JN has made the following assumptions:

Day trip patrons will arrive/depart by bus majority of the time (ie school groups)

Staff will travel to/from the site each day by car

Vehicle trips for the on-site accommodation will be based on the number of cabins/tents (ie 1 vehicle per cabin/tent) with an assumed worst case trip rate for a single night stay.

	Criteria	Number	Daily Vehicle Trips (1 vehicle trip – to and from site)
Staff	1 per staff	25	25 vt
Day Patrons	1 per bus. Assume 20pax per bus	40 (2 buses)	2 vt
Accommodation	1 per cabin/tent	37	37 vt
Total			64 daily vehicle trips

Table 1. Traffic Generated under Proposed Conditions

4.2. Impact Assessment

Using the RMS guidelines to calculate weekday peak hour vehicle trips, it has been determined that for the proposed development, an additional approximately 64 daily vehicle trips will be generated.

Wingecaribee Council's "D01 – Development and Subdivision of land - Council Engineering Standards" outlines that for minor developments (ie less than 100 vehicle trips per day) only vehicle trip generation calculations are required, and no further assessment of the roads operating capacity. There is no available traffic count data for Joadja road, however in JN's opinion 64 daily vehicle trips can be considered a minor impact on the existing traffic network servicing the site.

5. Conclusions

We conclude that:

- The proposed development generally complies with parking demand requirements set out in Wingecarribee Council's DCP
- Traffic generation from the proposed development is anticipated to have a minimal impact on the existing local traffic network.
- The existing site access off Joadja Road is proposed to be utilised to service the development

Prepared for and on behalf of JN,

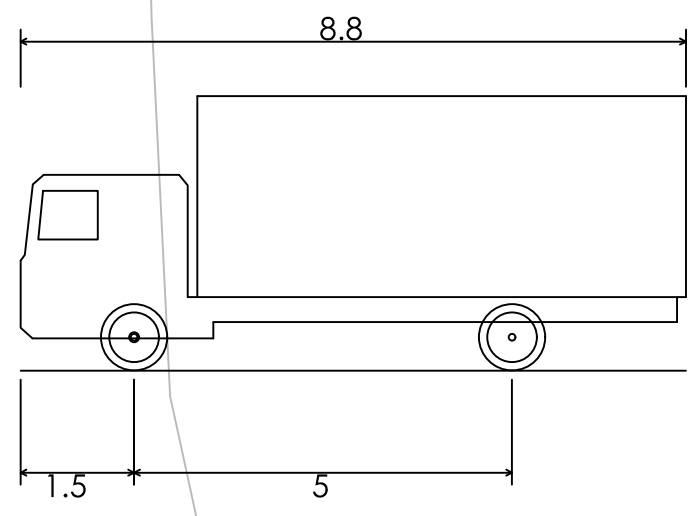
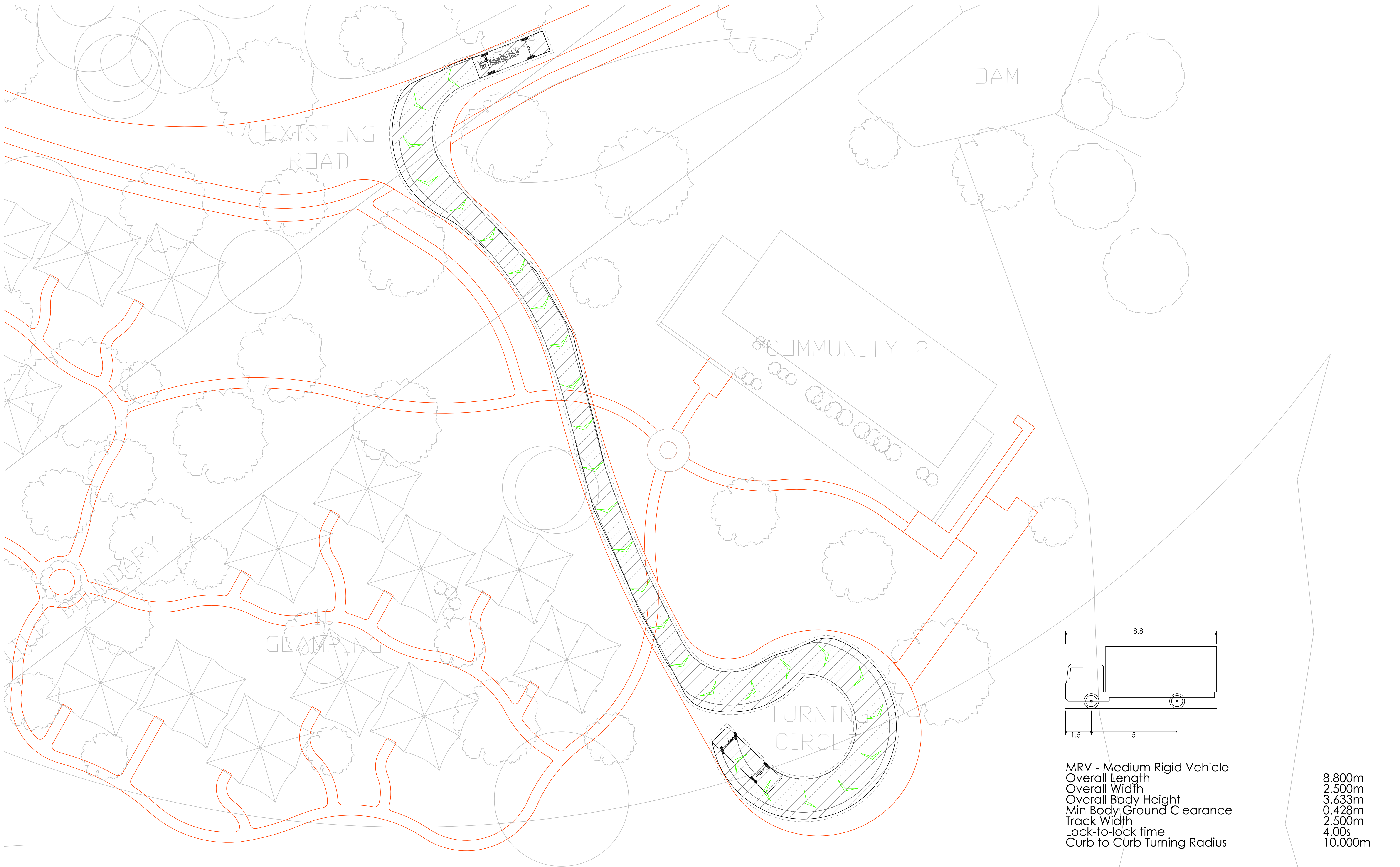
A handwritten signature in black ink, appearing to read 'SDahan', with a long horizontal flourish extending to the right.

Stephanie Dahan

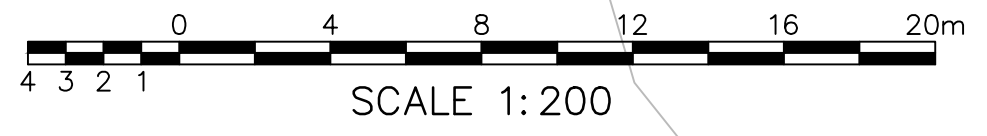
Civil Project Engineer

BE Civil (*Hons*) BE Enviro (*Hons*) MIEAust

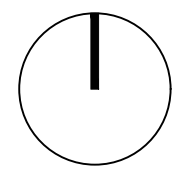
Appendix A – Swept Paths



MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m



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AMDT	DATE	DESCRIPTION	BY
1	14.03.24	ISSUED FOR CO-ORDINATION	DM

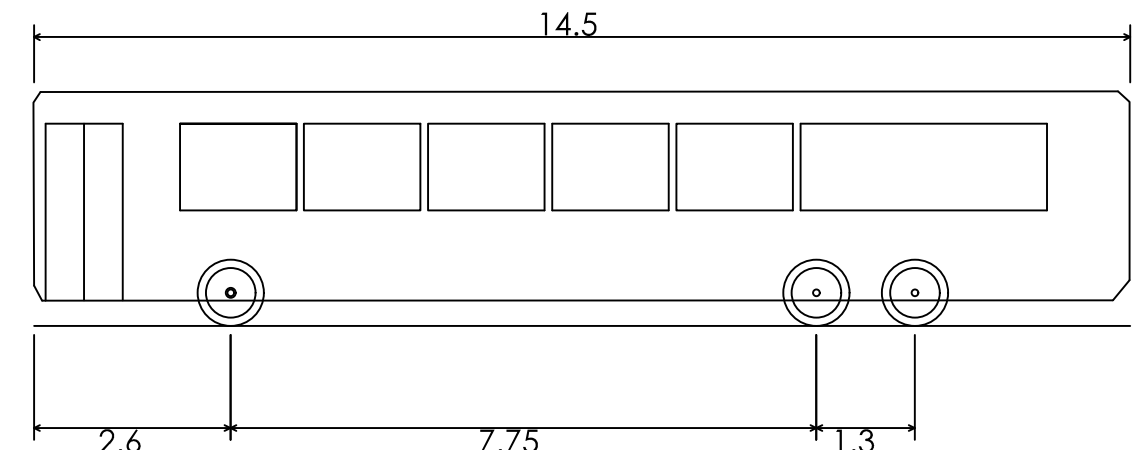
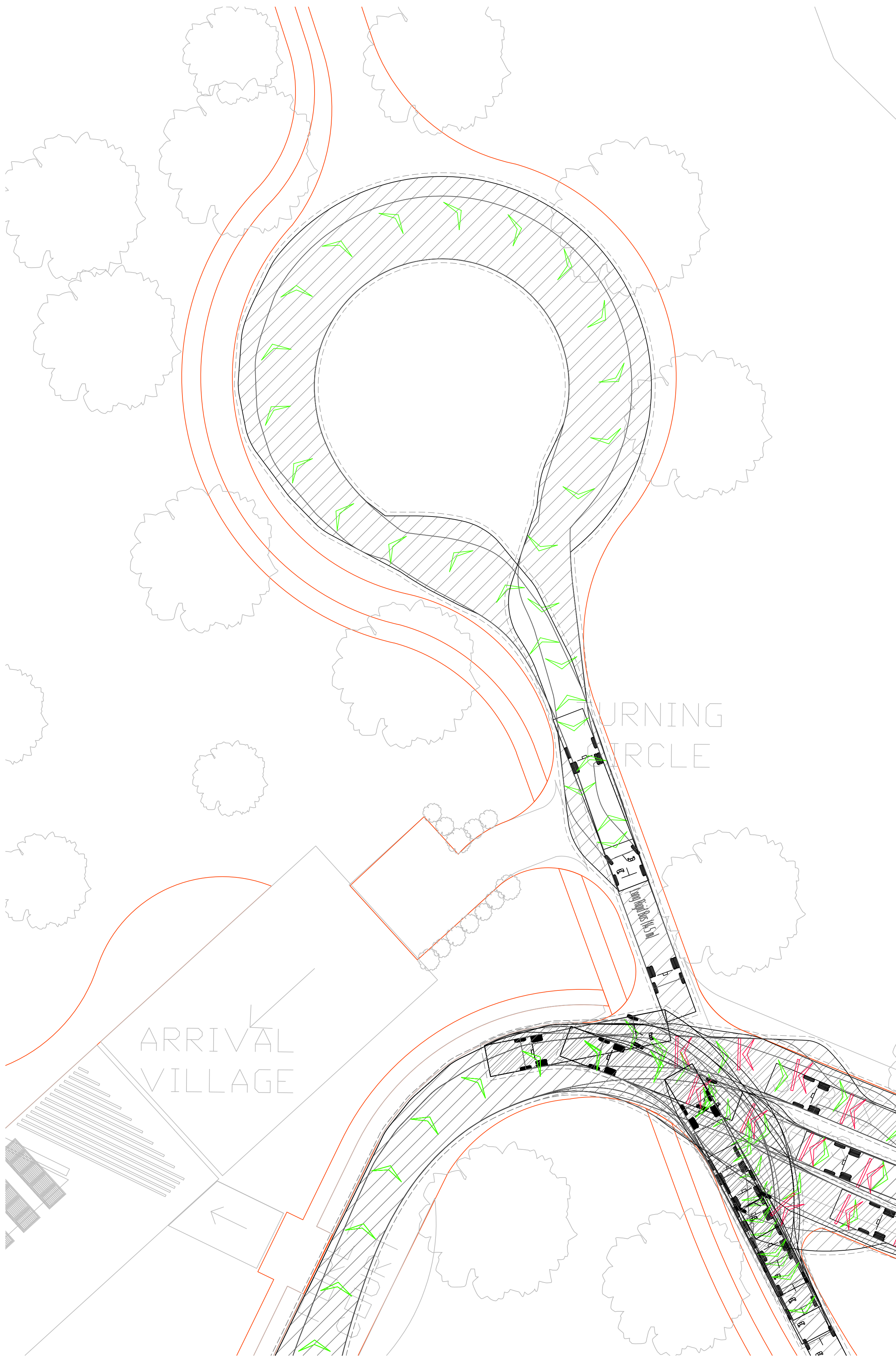


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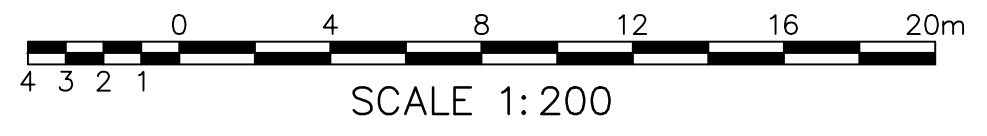
DISCIPLINE
CIVIL DESIGN
DRAWING TITLE
SWEEP PATH PLAN
SHEET 2

PROJECT
GREENSTEAD VALLEY
ECO-TOURISM
ADDRESS
551 JOADJA ROAD, JOADJA
NSW 2575

PROJECT DETAILS
DESIGN DM
DRAWN DM
DATE OCT 23
DRG SIZE A1
SCALE 1:200
PROJECT SD
MGR
WWW.JN.COM.AU
N0211057
C002 1

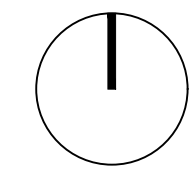


Long Rigid Bus (14.5 m)
Overall Length 14.500m
Overall Width 2.500m
Overall Body Height 3.102m
Min Body Ground Clearance 0.337m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 15.000m



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DISCIPLINE
CIVIL DESIGN
DRAWING TITLE
SWEEP PATH PLAN
SHEET 3

PROJECT
GREENSTEAD VALLEY
ECO-TOURISM
ADDRESS
551 JOADJA ROAD, JOADJA
NSW 2575

PROJECT DETAILS
DESIGN DM
DRAWN DM
DATE OCT 23
DRG SIZE A1
SCALE 1:200
PROJECT SD
MGR
WWW.JN.COM.AU
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C003 1

